I-405 PROJECT UPDATE SR 509 PROJECT UPDATE SOUND TRANSIT PROGRAM UPDATE

I-405 PROJECT UPDATE

BRIEFING PAPER
Prepared for the
MARCH 2001 TRANSPORTATION COMMISSION MEETING

Prepared by Craig Stone, Urban Projects Director, UCO

PURPOSE:

This is an informational item and one of a series of regular briefings to keep the Commission informed of current WSDOT activities related to the I-405 Corridor Program.

ACTION/OUTCOME:

The Commission will not be required to take any action on the items presented this month. The expected outcomes are:

- An increased understanding of the current status of the I-405 Corridor Program.
- Project delivery actions, challenges, and accomplishments.

BACKGROUND:

The I-405 Corridor Program is a WSDOT sponsored community-based effort to create a balanced program of transportation improvements that will address future needs in the I-405 corridor and support regional and state transportation objectives. The Commission has been briefed on the project regularly, including the December 2001 meeting following the selection of the Preferred Alternative by the Program's Executive Committee.

DISCUSSION:

I-405 Corridor EIS Process Update

The desired outcome of the EIS study is to have a recommendation that addresses the roadway, transit/HOV and environmental needs of the corridor.

The Final Environmental Impact Statement is scheduled for release in May 2002. The I-405 EIS has been developed under the Reinventing NEPA pilot process. Key remaining steps to release of the FEIS are concurrence with the resource agencies on the Preferred Alternative and corridor wide mitigation concepts, along with consensus to publish the FEIS.

I-405 Implementation Actions

As the Corridor wide FEIS is scheduled for release the Department has been evaluating actions and strategies to implement the vision for the corridor. Workforce resources and specialty expertise will be needed to deliver the project components on an aggressive schedule and budget.

The Department recently complete the selection process to bring on-board a national consultant team to work with the I-405 staff in the management and technical development to implement the I-405 project. Through an outstanding field of firms, the Department has selected Howard, Needles, Tammen, and Bergendoff to start immediately as the I-405 projects' General Engineering Consultant.

Initial tasks for the consultant will be to work collaboratively with Department staff in development of key delivery strategies for this multi-billion, multi-modal, multi-agency program. Specific tasks will include review of projected project costs and staring on preliminary design and environmental mitigation concepts.

Dependent on funding commitments, a first area of investment for I-405 is in the southern segment of the corridor. Part of the design for this area will include a complete reconstruction of the I-405 and SR 167 interchange. At the March 20th presentation the Commission will be briefed on challenges and approach to reconstruct the I-405 and SR 167 interchange as well as the need to concurrently improve I-405 and SR 167 to provide upstream and downstream lane continuity.

The Commission will also be briefed on the status of the current interim project at the I-405 and SR 167 interchange under construction that separates the southbound off-ramp from the southbound on ramp within this cloverleaf interchange.

In coordination with the I-405 Executive Committee, Implementation Plans and funding planning is be developed. Given that the I-405 Corridor Program is made up of over 150 project elements from Kent to Lynwood, the implementation and funding planning has been broken down into three areas. WSDOT has taken the lead on high, medium and low implementation scenarios for the I-405 facility itself. Staff work is continuing with Sound Transit, King County/Metro, and Community Transit for implementation of the transit, HOV and TDM components of the program. The third area of focus for implementation will be to wrk with the cities and counties for arterial improvements connecting to and also paralleling I-405.

SR 509 PROJECT UPDATE

BRIEFING PAPER Prepared for the MARCH 2002 TRANSPORTATION COMMISSION MEETING

Prepared by Craig Stone, Urban Projects Director, UCO

PURPOSE:

This is an informational item and one of a series of regular briefings to keep the Commission informed of current WSDOT activities related to the SR 509 project.

ACTION/OUTCOME:

The Commission will not be required to take any action on the items presented this month. The expected outcomes are:

- An increased understanding of the current status of the SR 509 project.
- Project delivery challenges, and accomplishments.

BACKGROUND:

The SR 509 project is a partnership with the Port of Seattle, Cities of SeaTac and Des Moines and King County to complete the SR 509 corridor and provide a South Access roadway to Sea-Tac International Airport. The Commission has been briefed on the project regularly, including the December 2001 meeting prior to release of the project's Draft Environmental Impact Statement.

DISCUSSION:

SR 509 Project Level EIS Update

This project level EIS is being done under the WSDOT/FHWA/Corp of Engineers 404 Merger Process. The purpose of this merger process is to have clearance with all major resource agency permits at the time the EIS is compete. Todate, resourse agency concurrence has been obtained under this process for the preliminary preferred alternative with the Department of Ecology, Washington State Fish and Wildlife, Army Corps of Engineers, Environmental Protection Agency, Federal Highway Administration, US Fish and Wildlife, and National Marine Fisheries Service.

The Draft Environmental Impact Statement (DEIS) was issued on January 30th of 2002. Following its release, public open houses and a public hearing were held in February. Public comment period remains open until March 25th.

The Final EIS and the Record of Decision is scheduled for late fall 2002.

SR 509 Delivery Challenges and Accomplishments

The SR 509 project is continuing design development for SR 509, I-5 to S 320th Street and for the South Access Road. Design work is now at 20% complete.

Right-of-Way

Right of Way acquisition is a major challenge and part of the critical path to completing the project. Strategies for early acquisition, and aggressive schedule and contracting methods are being evaluated. If the SR 509 project is sufficiently funded it is a candidate for Design-build contacting. If Design-build is used, a strategy being evaluated also includes delivery of right-of-way parcels by segments to allow the contractor to begin construction, and delivery of remaining parcels on a schedule thereby allowing concurrent right-of-way and construction activities to occur in the corridor.

Dependent on funding commitments, purchase of whole parcels can begin immediately. Partial property acquisitions will require completion of detailed right-of-way plans and access hearings prior to purchase. The Preferred Alternative includes right-of-way needs that affect 16-20 businesses, 71-79 single-family units, and 175-187 multi-family units. Relocations will be an important part of the right-of-way process.

Four mobil home parks are affected by the project, however these residents will be relocated as part of the Port of Seattle's Noise Mitigation Plan prior to and independent of the SR 509 project. Property transfers with the Port of Seattle in the corridor and at the south end of the runway approach zones will also need to occur.

Stormwater

WSDOT is continuing work with the Department of Ecology staff as well as local and federal agencies on the design of stormwater to meet the Clean Water Act and to obtain section 401 water quality permits. This major project has opportunities in the Des Moines Creek basin to address on-site and off-site environmental investments that can provide appropriate improvements to stormwater control and water quality. We find that approaches defined for stormwater management on SR 509 will provide guidance to the other Urban Corridor projects in the Central Puget Sound area. Significant detention pond needs may require additional right-of-way and relocations.

SOUND TRANSIT PROGRAM UPDATE

BRIEFING PAPER Prepared for the MARCH 2002 TRANSPORTATION COMMISSION MEETING

Prepared by
Renée Montgelas, Public Transportation and Rail Director
Urban Corridors Office

PURPOSE:

This is an informational item and one of a series of regular briefings to keep the Commission informed of current WSDOT activities related to Sound Transit.

ACTION/OUTCOME:

No action is required by the Commission this month. This presentation will provide current information on recent Link light rail decisions, Sounder program issues, and report on the progress of delivery of the Regional Express projects with WSDOT involvement.

BACKGROUND:

The Commission has been briefed regularly over the last several years on the Sound Transit program and major projects with direct WSDOT involvement. These reports have touched on all three Sound Transit lines of business—Regional Express bus, Link light rail and Sounder commuter rail. The December 2001 presentation focused on delivery of the WSDOT-lead Regional Express capital projects, the key issues in delivering these direct access projects, and a new project management tracking system.

DISCUSSION:

This report will cover recent progress for all three lines of Sound Transit and will highlight the major challenges in delivering the projects and initiating service within budget and schedule.

Regional Express Bus

This report will focus on the project status for the Regional Express projects where WSDOT is or will be under contract to manage the design and construction for Sound Transit. These projects are primarily direct access ramps into the HOV lanes or in-line transit stations in the highway median on I-5, I-405 and I-90. The following chart provides a summary risk assessment of these projects.

Sound Transit Regional Express/WSDOT-Lead Projects Risk Assessment As of March 2002

	Low Risk	Medium Risk	High Risk
Scope	Ash Way Lynnwood Federal Way 317 th Kirkland Bellevue Eastgate	Mountlake Terrace	South Everett Federal Way 272 nd I-90/Mercer Island
Schedul e	Federal Way 317 th Renton Eastgate	Kirkland Bellevue	Ash Way Lynnwood Federal Way 272 nd I-90/Mercer Island South Everett Mountlake Terrace
<u>Budget</u>	Ash Way Kirkland Eastgate	Renton Federal Way 317th	Lynnwood Bellevue South Everett Federal Way 272 nd I-90/Mercer Island Mountlake Terrace

The presentation will highlight several of these projects where the risk is identified as "high" for scope, schedule and/or budget. Key milestones, issues, risks and challenges are covered along with plans for resolution of outstanding issues and schedule and cost recovery strategies.

Ash Way Direct Access (I-5 @ 164th Street)

- <u>Project description:</u> This project will build transit-only direct access ramps north of 164th St. and I-5 in Snohomish County to connect the Ash Way park-and-ride lot to the HOV lanes on I-5 to and from the south.
- Milestones: Design is 90% complete. Construction ad date: June, 2002.
- <u>Issues:</u> Environmental difficulty in identifying off-site wetland mitigation site. A site must be chosen to get a permit for the project from the Corps of Engineers.
- Risk to Schedule: High. Likelihood of delay in starting construction.
- <u>Action Plan:</u> The ST/WSDOT project team exploring three potential mitigation sites on public property in north King County. Discussions are underway with the city of Kenmore about a park site, ST's preferred site. An alternative site is being pursued with King County.

Lynnwood HOV Direct Access (I-5 @ Park-and-Ride Lot)

- <u>Project description:</u> This project will build a "T" ramp to provide direct access for buses and carpools between a new transit center, expanded Lynnwood park-and-ride lot and the HOV lanes on I-5.
- Milestones: Design is 90% complete. Construction ad date: July, 2002
- <u>Issues:</u> Cost increases costs for property acquisition, power line relocation and stormwater drainage system refinements are higher than originally estimated.

- Utilities relocation conflict with several bridge footings and city of Lynnwood sewer and water lines.
- <u>Risks to Budget/Schedule:</u> High. Potential budget increase; potential delay in construction start if redesign is required.
- Action Plan: (1) Project managers are reviewing the budget and scope to manage potential overruns associated with increased costs. (2) The cost of utility relocation falls primarily on the city of Lynnwood. A determination will be made shortly about a course of action after ST, WSDOT, and Lynnwood examine the cost of bridge redesign vs. utility relocation costs and the trade-off between costs and delay to the project.

Federal Way In-Line Transit Station (I-5 @ S. 272nd Street)

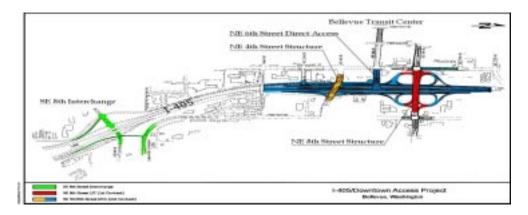
- <u>Project description:</u> Build an in-line transit station in the I-5 median north of S. 272nd Street in Kent with a pedestrian bridge connecting the existing Star Lake Park-and-Ride lot.
- <u>Milestones:</u> Project is on hold. ST staff presented an approach to moving forward to the ST Executive Committee on March 7.
- <u>Issues:</u> Project partners (ST, King County Metro, Federal Way, Kent and WSDOT) have differing viewpoints on the project scope and viability. The long-term configuration of the S. 272nd I/C needs to accommodate the in-line station, two additional I-5 lanes associated with the SR 509 project, improvements to the 272nd roadway and the I-5 HOV Stage 5 project.
- Risks to Scope, Schedule and Budget: High.
- <u>Action Plan:</u> WSDOT has proposed an alternate design for the S. 272nd I/C that may accommodate all the long-term interests and has generated cautious support from the project partners. WSDOT, working with ST and the project partners will complete a feasibility study to develop a conceptual design and cost estimates for a Single Point Urban Interchange (SPUI) and clear-spanning S. 272nd. Street. The original ST project will remain on hold until the feasibility study is completed.

I-90 Two-Way Transit/HOV Operation

- <u>Project description:</u> This project is intended to provide reliable two-way transit and HOV operations on I-90 between Seattle and Bellevue.
- <u>Milestones:</u> A Draft EIS will be circulated by November 2002.
- <u>Issues:</u> Ability of partners to reach agreement on a preferred alternative. Funding shortfall if some of the build alternatives are selected.
- Risks to Scope, Schedule and Budget: High. Delays due to project controversy, inability to reach consensus and FHWA's concerns about Alt. R8a.
- <u>Action Plan</u>: The project team is seeking ways to compress the proposed EIS and overall project schedule; complete EIS in a timely manner; develop funding strategy with I-90 steering committee.

Bellevue I-405 HOV Access Improvements

- <u>Project description:</u> This set of projects will improve speed and reliability by adding a new interchange on I-405 at NE 6th St. for buses and carpools, giving buses direct access to an expanded Bellevue Transit Center. Improvements will also be made to freeway interchanges at NE 4th, NE 8th and SE 8th streets and to city street intersections near the interchanges.
- <u>Milestones:</u> SE 8th reconstruct interchange contract awarded in February 2002. NE 8th bridge construction advertised for construction on February 25, 2002. NE 4th/6th interchange improvements/new HOV access at 60% design.
- <u>Issues:</u> Assignment of risk associated with unexpected cost increases after construction contracts are executed.
- <u>Risks to Schedule</u>: Medium. Potential delay in starting construction at NE 8th if an agreement is not executed soon.
- Action Plan: WSDOT, City of Bellevue and Sound Transit have concurrence on the principles for a risk sharing and cost allocation approach to dealing with unexpected expenses once a construction contract is signed. The next step is approval of an agreement based on these principles. The agreement is aimed at unanticipated circumstances. In addition, the project is being managed aggressively to ensure good cost estimates and to stay within the adopted budget.



Sounder Commuter Rail

Ron Sheck, Commuter/Intercity Rail Coordinator, will report on progress and issues associated with the three Sounder segments.

- **Seattle to Tacoma**: The report on this segment will include an update on Sounder ridership, plans for service expansion with a third train, progress on track construction in the corridor, and developments on the Tacoma Dome station. Groundbreaking for this station is scheduled for September 2002.
- **Tacoma to Lakewood**: Engineering, design, and funding issues will be covered.

• **Seattle to Everett**: Resolution is need in three areas before service can be initiated on this segment – environmental (ESA related concerns); a construction and operation agreement with BNSR railroad; and additional funding. Some of the funding gap may be filled with passage of a new state revenue package and congressional action on a new federal comprehensive rail bill.

Link Light Rail

On February 14, the Sound Transit Board selected the route alternatives to be studied in the Link supplemental EIS for extending Link to the north. The EIS will include the original Locally Preferred Alternative (LPA) route under Portage Bay and Capitol Hill as a baseline. The list of additional routes to be studied in the environmental documents include:

Capitol Hill/South Lake Union segment

- An Eastlake Avenue route
- A First Hill bypass route

Ship Canal/University District segment

- A Montlake route with a tunnel under the Montlake cut and through the UW
- A West Tunnel route with a tunnel under the Ship Canal near the University bridge

Northgate segment

- A 12th Avenue tunnel through the Roosevelt district
- An 8th Avenue elevated route with a west or east portal in the Roosevelt district

Final design continues on the 14-mile initial light rail segment between downtown Seattle and S. 154th Street in Tukwila. A study is underway with the Port of Seattle to determine the appropriate route to the airport. The first groundbreaking for the light rail project is anticipated this summer with the demolition of buildings in the area of the rail maintenance base.

Seattle Tunnel Study

In response to a request by the Greater Seattle Chamber of Commerce and Downtown Seattle Association, WSDOT has agreed to conduct a feasibility study to assist in the resolution of issues presented by a new tunnel concept for transit operations through downtown Seattle. The issues involved are of extremely high priority for the business community.

The general scope of the study is to examine the "utility and feasibility" of developing an additional high capacity transit tunnel through downtown Seattle. WSDOT has initiated this study with selection of an engineering consulting team to provide preliminary concept definition of the elements of an additional rail tunnel and stations. Funding limitations of a \$125,000 budget will constrain the scope of work and the level of detail. WSDOT is currently considering scope options, in consultation with the consultants and Seattle leaders, for completing the feasibility study by more tightly focusing the consultant work or determining if additional outside revenue sources are available.

RECOMMENDATION:

Not applicable

For further information contact: Renée Montgelas, PT&R Director, 206.440.4773 Ron Sheck, Commuter/Intercity Rail Coordinator, 206.398.5069